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**UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C.**

Served: February 10, 2003

**NOTICE**

**U.S. – TOKYO AIR SERVICES  
(SLOTS AT NARITA AIRPORT)**

**Docket OST-2003-14489- /**

On January 27, 2003, Federal Express Corporation notified the Department by letter that, during the upcoming summer schedule season (*i.e.*, March 30-October 25, 2003), it will not need two weekly slots it currently holds for operations on Runway A at Tokyo's Narita Airport.<sup>1</sup> The slots involved are for operations on Sundays (D7) at 1155/1255 for the first week of the summer season, and 1055/1920 for the remainder of the summer season. Federal Express said that it would notify the Narita Slot Coordinator that it was releasing these slots.

In light of the availability of these summer-season slots, and to assure that these valuable opportunities do not go unused, we are inviting U.S. carriers authorized to serve Tokyo and interested in the award of these available slots for the operation of scheduled services to file requests for those slots with the Department.

Interested carriers should file their requests with the Department of Transportation, Dockets, Room PL-401, 400 Seventh Street, SW, Washington, DC 20590, in the captioned Docket.

Each applicant should provide the following information:

- how many of the available slots it seeks;
- a description of its proposed scheduled services in the U.S.-Narita market or in beyond-Narita markets for the 2003 summer season, including the specific cities to be served, whether the services would be combination or all-cargo, whether the services would be carrying code-share traffic;
- the date(s) on which the carrier would be prepared to commence scheduled services using the additional slot(s) requested;
- the total number of weekly slots for which the carrier applied to the Narita Slot Coordinator for services in the 2003 summer season, the number of weekly slots confirmed, the number of

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<sup>1</sup> A slot is required for each take-off and landing; thus, two slots are required for a round-trip operation.

pending requests (if any) before the Narita Slot Coordinator, and the markets, including beyond Narita markets, for which the confirmed and pending slots would be used; and

- the number of weekly Narita slots held by the carrier for the 2002 summer season and the markets for which the slots were used.

Carriers, of course, are also free to submit additional information in support of their slot requests.

Given the short time remaining before the start of the summer season, we will require that requests for these slots be filed no later than ten days after the service date of this Notice, and that applicant carriers serve all other carriers authorized to serve Japan with their submissions. Answers to these requests will be due five business days after the deadline for applications, with replies due two business days thereafter.<sup>2</sup> Given the need to make a decision quickly on this matter, should carriers collectively request more slots than are available, we intend, upon receipt of the requests and any responsive pleadings, to use show-cause procedures to determine which carrier or carriers should be accorded the two available Narita slots.

We will serve this Notice on American Airlines, Inc.; Continental Air Lines, Inc.; Continental Micronesia, Inc.; Delta Air Lines, Inc.; Northwest Airlines, Inc.; United Air Lines, Inc.; Federal Express Corporation; United Parcel Service; Polar Air Cargo; the Air Transport Association; the Ambassador of Japan in Washington, D.C.; the U.S. Department of State (Office of Aviation Negotiations); and the Federal Aviation Administration.

By:

PAUL L. GRETCH  
Director  
Office of International Aviation

(SEAL)

Dated: February 10, 2003

*An electronic version of this document is available on the World Wide Web at:  
[http://dms.dot.gov/reports/reports\\_aviation.asp](http://dms.dot.gov/reports/reports_aviation.asp)*

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<sup>2</sup> For the convenience of the parties, service by facsimile is authorized. Parties should include their fax numbers on their submissions and should indicate on their certificates of service the methods of service used. In the alternative, filers are encouraged to use the electronic submission capability through the Dockets DMS Internet site (<http://dms.dot.gov>) by following the instructions at the web site.